REMARKS

Claims 1, 7, 8, 9, 15, 16, 17, 23, 24, 25, 31, 32, 33, 39, 40, 41, 47, 48, 49, 55, 56, 57, 63, 64, 65, 71, 72 have been amended; claims 73 and 74 have been added. As a result claims 1-74 are presently pending in the application.

Claim Rejections – 53 USC § 103

Claims 1-72 have been rejected under 35 U.S.C. 103(a) as being unpatentable over Rassey (US 4,198,947) in view of Laimböck (US 6,257,178). Applicants respectfully disagree.

It has to be taken into account that Laimböck refers to a V- and a W-type engine designed for a motorcylce. Laimböck does neither disclose nor suggest the use of the disclosed engines on a recreational vehicle other than a motorcycle. Applicants therefore dispute that it would have been obvious to one of ordinary skill in the art at the time the invention was made to use one of the disclosed engines in a recreational vehicle other than the motorcylce as disclosed. The Examiner failed to present the required substantial evidence to reason his mere allegation. As Rassey does not refer to any recreational vehicle at all, this reference is not useful for substantiating this rejection.

Claims 1, 7, 8, 9, 15, 16, 17, 23, 24, 25, 31, 32, 33, 39, 40, 41, 47, 48, 49, 55, 56, 57, 63, 64, 65, 71 and 72

Applicants have amended those claims to more precisely define the claimed invention. The claims have been amended to recite the first engine of the family of internal combustion engines being of one of a single, V-type, W-type, opposed and radial cylinder configuration whereas the second engine of the

family of internal combustion engines being of one of an inline and a square cylinder configuration.

Laimböck discloses a modular engine family consisting of a V- and a W-type internal combustion engine designed for a motorcycle. Laimböck further discloses that these two engines share at least one of the same cylinder heads, cylinders, pistons, connecting rods or valve trains.

Laimböck fails to disclose an inline or a square engine. As is well known by the skilled man in the art, inline as well as square engines have at least two cylinders arranged in a straight row.

There is nothing in Laimböck to suggest the use of an inline or square engine. Rather Laimböck teaches to use a base V-type engine and to add a further identical cylinder in between the two cylinders of the V-type engine. Similar to this Rassey teaches to take a single cylinder engine and add a second cylinder to the crankcase so as to establish a V-type engine.

Applicants respectfully draw the Examiner's attention to the fact, that while V- and W-type engines can be easily designed from the basis of a single cylinder engine simply by adding one or two identical cylinders to the crankcase, inline or square engines typically have a cylinder block and a cylinder head shared by at least two cylinders. With the common cylinder head often a common cam shaft is used to actuate the valves of different cylinders. Therefore the cylinder block and the cylinder head of the square and the inline engine of the modular engine family need to be redesigned with respect to the cylinder block and the cylinder head of the single cylinder engine. Designing an inline or a square engine therefore must be clearly distinguished from the design of a V- or W-engine, as disclosed by Laimboeck and Rassey, which simply results from adding either one or two identical cylinder to a single cylinder engine.

Applicants respectfully request the Examiner to consider that neither Rassey nor Laimböck discloses or suggests the use of differently configured

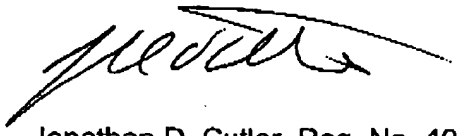
engines of a family of internal combustion engines with identical top end packages to power different recreational vehicle as recited in the claims of the present application. In fact, the straight row arrangement of the cylinders of an inline or square engine allows for an adequate application of the modular engine family on high performance personal watercrafts and snowmobiles where space requirements of the engine compartment are an eminent issue of the vehicle design.

Reconsideration and withdrawal of the rejection with respect to the amended claims is requested.

In view of the above amendments and remarks, the Applicants respectfully submit that all of the currently pending claims are allowable and that the entire application is in condition for allowance.

Should the Examiner believe that anything further is desireable to place the application in better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number listed below.

Respectfully submitted,



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